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PHOTOGRAPHIC INTERPRETATION REPORT

COMPARATIVE ANALYSIS KERCH/BAGEROVO AIRFIELD, USSR



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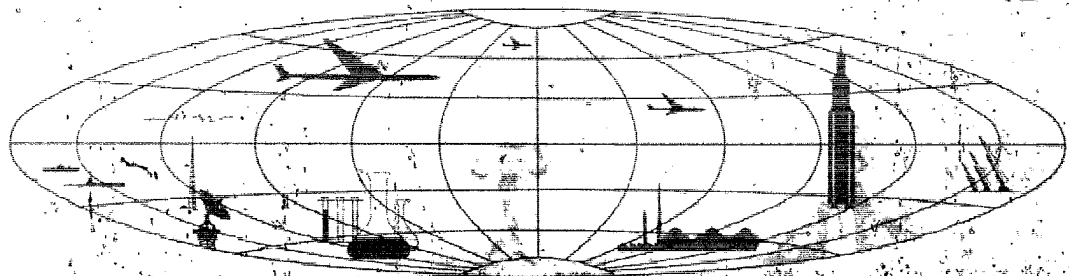
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COMPARATIVE ANALYSIS KERCH/BAGEROVO AIRFIELD, USSR

25X1D [REDACTED]

25X1D This report describes the changes which have occurred at Kerch/Bagerovo Airfield, USSR, since the [REDACTED] TALENT photography of the area 1/ with principal emphasis on research and development activities. It is based primarily on KEYHOLE photography of [REDACTED]. This photography, although of very small scale, is of excellent quality. KEYHOLE photography of [REDACTED] was also used, but cloud cover and the quality of this photography limited photo interpretation. 25X1D

25X1D Kerch/Bagerovo Airfield is located at 45-24N 36-15E on the eastern edge of the Crimean Peninsula, 8 nautical miles (nm) west-northwest of Kerch, and approximately 250 nm across the Black Sea from the Turkish coast (Figure 1). The town of Bagerovo is adjacent to the southeast boundary of the airfield. Another town, Tarasovskiy, is located 3 nm southwest of the runway.

The airfield has been almost completely

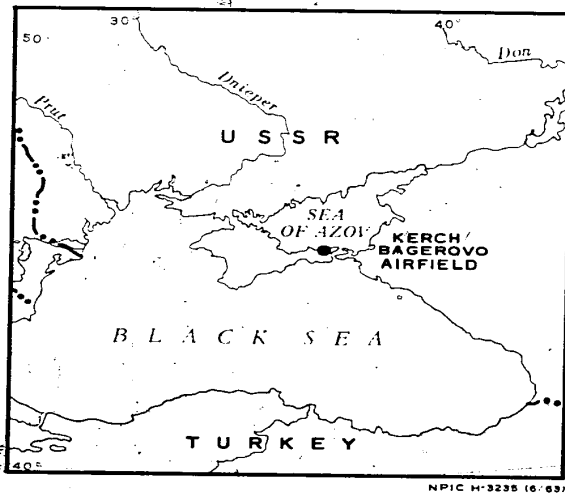


FIGURE 1. LOCATION OF KERCH-BAGEROVO AIRFIELD.

rebuilt since 1943 and encompasses an area of approximately 6 by 3.5 nm. It consists of an 11,000 by 260-foot northeast/southwest concrete runway, a triangular taxiway system, a maintenance and technical area, storage facilities, and two administration and housing areas (Figures 2 and 3). In addition to an intricate road system, the field is served by a spur from the Kerch-Dzhankoy rail line which passes the southern side of the field.

No significant changes are visible in the permanent facilities such as the runways, taxiways, and parking facilities since [REDACTED]. The [REDACTED] photography reveals that aircraft are parked on the west (item 3)* and northeastern (item 5) parking aprons. Although the scale of this photography precludes identification and an accurate count of the aircraft, at least three large aircraft are observed on the west parking apron.

The two administration and housing areas are located just north of the town of Bagerovo and east of Tarasovskiy respectively. The first and larger of the two areas (item 9) has had an increase in the number of housing facilities and barracks, and at least one large administration-type building has been added [REDACTED]. No significant construction has taken place since that time at the smaller of the two housing areas (item 16).

The maintenance and technical area (item 8), located south of the east/west taxiway, contains two large hangars, numerous shops, and laboratory/engineering-type buildings. No significant changes have occurred in this area [REDACTED]. A new concrete road connects the area with the airfield service road which extends to Tarasovskiy.

*Item numbers in the text are keyed to Figure 2.

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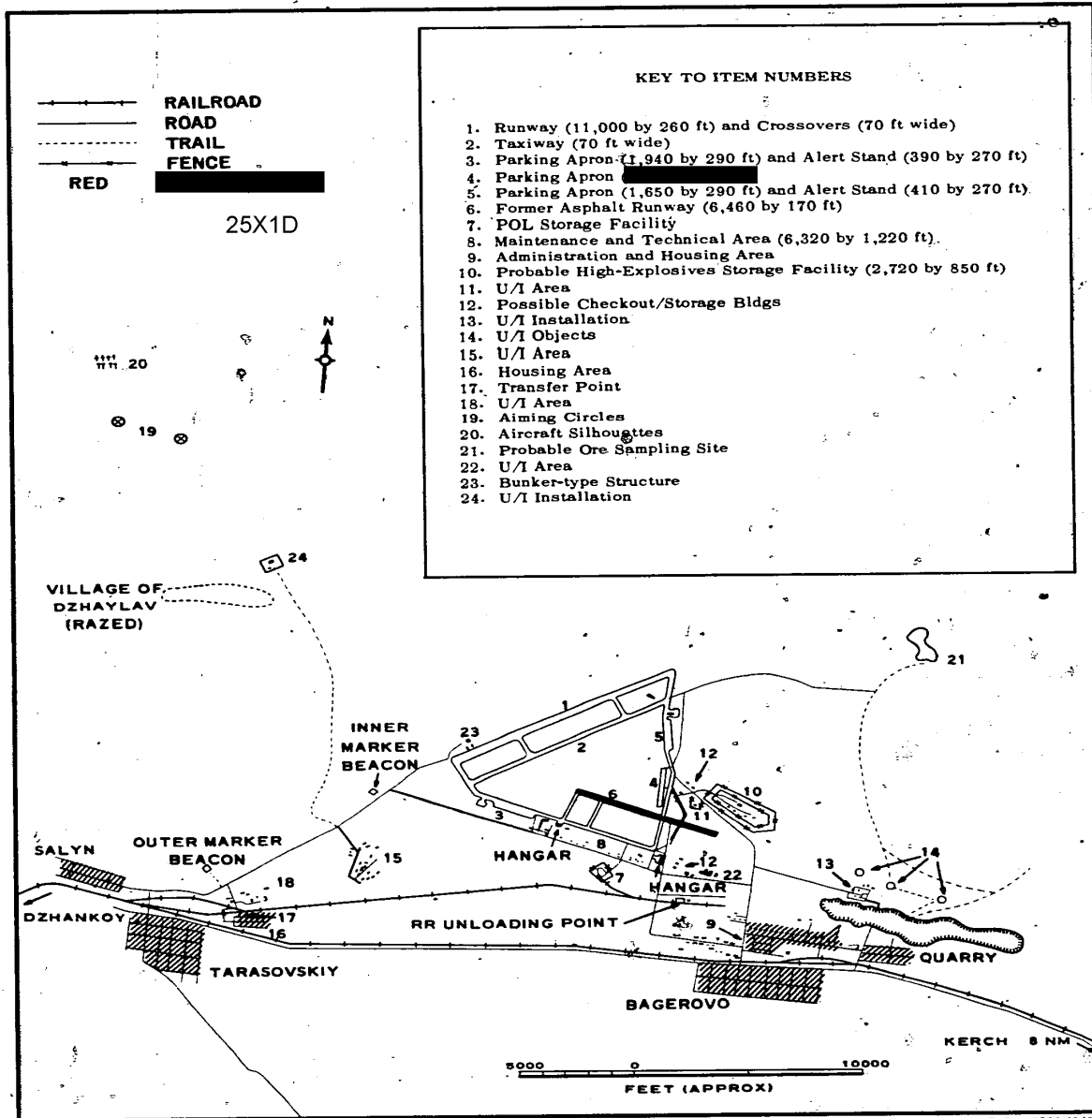


FIGURE 2. KERCH/BAGEROVO AIRFIELD.

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A large, secured, probable high-explosives (HE) storage facility (item 10) is located east of the central parking apron. The facility contains three large and two small revetted storage buildings. No significant change has occurred at the site [REDACTED]. A probable revetted building is visible just southeast of this facility, and an unidentified secured area (item 11) situated west of the probable HE storage facility contains several new buildings.

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The [REDACTED] photography reveals three small groups of possible checkout or storage buildings (item 12) located east of the north/south taxiway. The group formerly located near the north end of the north/south taxiway is no longer visible on the [REDACTED] photography. The remaining two groups show no significant change. The road-served, secured, bunker-type structure (item 23) just north of the southwest end of the runway is barely discernible on the [REDACTED]. Two small structures have

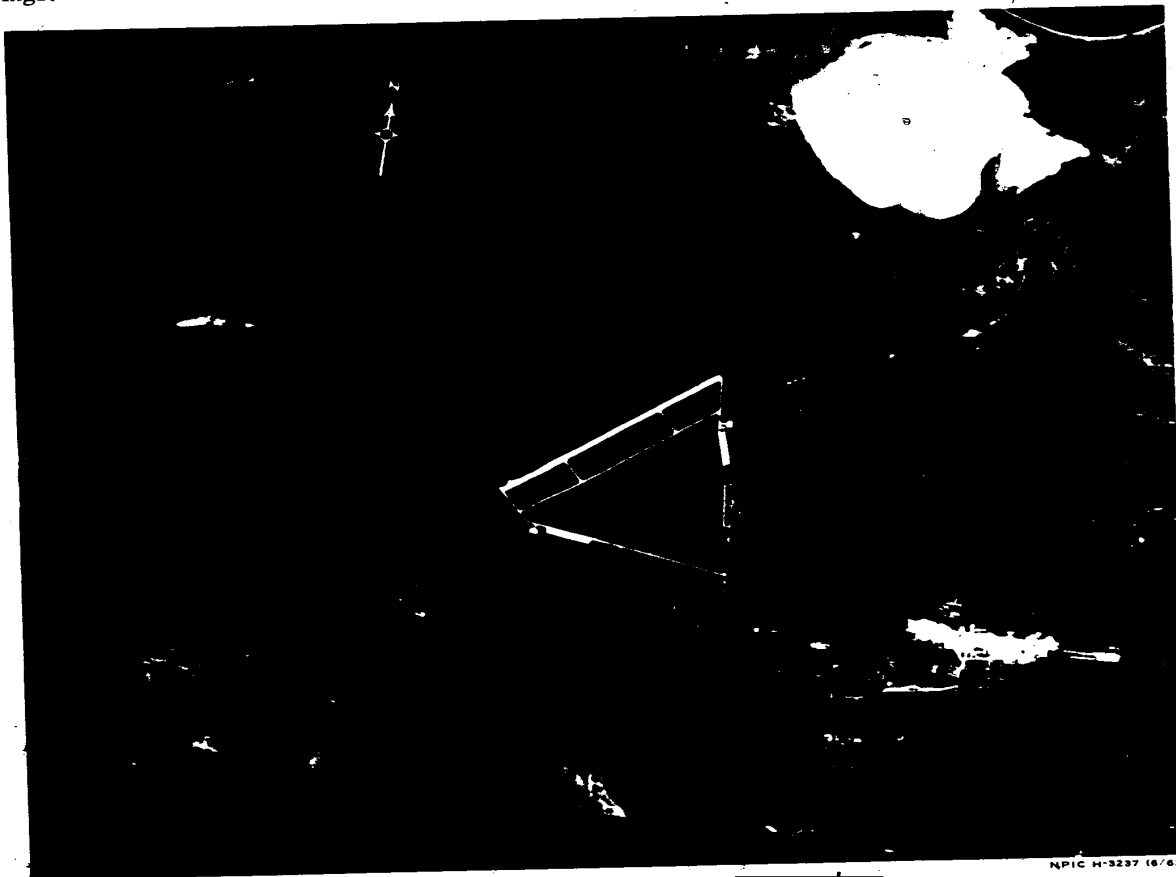


FIGURE 3. KERCH/BAGEROVO AIRFIELD [REDACTED]

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been constructed immediately south of the bunker-type structure. An unidentified area (item 22) east of the maintenance and technical area contains one new building. The function of this area cannot be determined. The only other secured storage area at the airfield is the POL storage facility (item 7), which is located south of the maintenance and technical area and which shows no change. [REDACTED]

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None of the storage facilities observed at the airfield on available photography appear to resemble known Soviet nuclear weapons storage sites.

No evidence could be found on the small-scale photography available of underground facilities at the airfield. The quarry (Figure 2) located east of the airfield probably provides the field with materials to be used in new construction. A previously observed unidentified installation (item 13) located immediately north of the quarry contains seven buildings. It is connected with the airfield by a road, and it is also connected with the quarry by a new road. There is no evidence indicating that this installation or the quarry is being used for underground activities related to the airfield. Three unidentified objects (item 14) visible on the [REDACTED] photography are still present on a ridge north of the quarry. The lack of associated support facilities suggests that these objects do not comprise a test facility.

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Photography [REDACTED] shows construction taking place at the site formerly occupied by a state farm (item 15) and at a site just north of the Tarasovskiy housing area (item 18). A new hard-surfaced road now connects the

former state farm with the airfield service road to Tarasovskiy. A new hard-surfaced road has been constructed within the area, and approximately 12 small additional buildings are now present. Poor image quality precludes a detailed description and determination of this site's function. The area north of Tarasovskiy remains generally as observed in [REDACTED]. A warehouse along the rail spur has been dismantled and several new buildings have been erected, but no structures are discernible in the area of the large, rectangular excavation observed in the center of this site in [REDACTED]. The excavation itself is no longer visible, and there are no entrances or underground facilities discernible in this area.

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No evidence could be found on the [REDACTED] photography of an engine test stand or related facilities. Ground scarring 2 nm east-northeast of the field is probably an indication of ore sampling (item 21) rather than of testing.

The bombing range located northwest of the airfield contains two aiming circles (item 19). Although these circles apparently have been reconditioned since [REDACTED] they do not appear to have had much recent use. Eight aircraft silhouettes (item 20) arranged in two rows of four each are located just north of the aiming circles. A third row of silhouettes, as well as several miscellaneous targets observed on the [REDACTED] photography, are no longer visible. No changes are evident at the unidentified installation (item 24) located on high ground 7,000 feet southeast of the aiming circles. This installation may be an observation site associated with the bombing range.

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REFERENCES

PHOTOGRAPHY

	<u>Mission</u>	<u>Date</u>	<u>Pass</u>	<u>Camera</u>	<u>Frames</u>	<u>Classification</u>
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MAPS OR CHARTS

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DOCUMENTS

1. Air Force Hdqrs. Detailed Photo Intelligence Report No T 58-36, Kerch/Bagerovo Airfield, Dec 58 (TOP SECRET CHESS)

REQUIREMENT

CIA. OSI/R-166/62/KH

NPIC PROJECT

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